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COAST GUARD BULLETIN



ISSUED MONTHLY

Volume 2

WASHINGTON, MAY, 1944¹

Number 23

PROJECT TO PROVIDE HOUSING FOR SPARS STATIONED IN CAPITAL

For the housing and subsistence of the SPARS on duty in Washington, D. C., the Coast Guard now has under construction the necessary facilities in the southwest section of the city less than a mile from Coast Guard Headquarters. The project, which consists of three barracks buildings, a mess hall and recreation building, and an infirmary, was designed by the Public Buildings Administration by direction of the Civil Engineering Division at Coast Guard Headquarters.

A contract in the amount of \$736,191 has been awarded to the Jeffress-Dyer Co., Inc., of Washington, D. C., by the Public Buildings Administration with the approval of the Coast Guard. Work on the project was begun in April and the buildings are expected to be completed and ready for full occupancy by August 1.

All five buildings in the project will be of temporary construction, two stories in height, with stairway towers of structural tile. Accommodations will be provided for approximately 700 SPARS in three barracks buildings. The smallest building in the project will be a 10-bed infirmary and a dental clinic.

SERVICE MANNED DESTROYER ESCORT SUNK

The Navy Department in a recent communiqué, announced the sinking of the U. S. S. *Leopold*, a destroyer escort which was manned by officers and men of the Coast Guard. The vessel sank as a result of an underwater explosion on March 10, while she was engaged on escort duty in the Atlantic.

The vessel was in command of Commander Kenneth Phillips, a graduate of the Coast Guard Academy in 1931, who was listed as missing in action. He assumed command of the vessel in December 1943.

The Destroyer Escort Vessel *Leopold*, constructed by the Consolidated Steel Corporation, Ltd., Orange, Tex., was commissioned on October 18, 1943.

JOINT CONFERENCE ON PORT SECURITY MATTERS HELD AT HEADQUARTERS

A joint conference of District Port Security Officers and of representatives of the Volunteer Port Security Forces, was held at Coast Guard Headquarters, in Washington, on March 27-29 inclusive. The joint meetings of the two groups were planned to foster a closer understanding of the assistance which the volunteer forces are contributing to the Coast Guard's Port Security program, and to develop methods and procedures for the maximum utilization of such services.

The conference was opened by Vice Admiral Russell R. Waesche, Commandant of the Coast Guard, who extended a welcome to the assembled representatives. This was followed by appropriate remarks by Rear Admiral Charles A. Park, Chief Operations Officer of the Coast Guard. Capt. Norman B. Hall, Chief of the Port Security Division of the Coast Guard, then outlined as purposes of the conference the establishment of closer relations between Headquarters and the field, the exchange of information and views, the consideration of existing problems, and the planning of future Port Security operations.

¹ Published with the approval of the Director of the Budget.

For the better part of 2 days the representatives were divided into two groups, with the district Port Security officers comprising one group and the Temporary Reserve officers the other group. The third day, March 29, was devoted entirely to a joint session of all representatives.

Among the subjects considered by the district Port Security officers at their sessions were fire prevention, explosives loading supervision, relations with the Army Transport Service, enforcement of Port Security Regulations, relations with the Navy involving Port Security functions, relations with the Provost Marshall General, relations with British Consular Security Officers, proposed regulations for the protection of waterfront facilities, problems of oil pollution, and the establishment and enforcement of restricted areas.

The sessions of the Temporary Reserve Officers were devoted to reports from unit commanders, and round table conferences on training, recruiting, discipline, and operations.

The second day of the conference was concluded with a joint session of all representatives. Rear Admiral Robert Donohue, Chief Personnel Officer of the Coast Guard, discussed Coast Guard personnel problems as they relate to Captain of the Port activities. Among the points covered were the number of personnel available for Port Security duty, the allocation of personnel, the means of obtaining and retaining personnel, the transfer of personnel, and the training of personnel. Figures released by Admiral Donohue on the number of officers and men enrolled in the Temporary Reserve were a revelation to many of those present.

The third and final day was spent in joint conference. The scope of the duties, the organization and the training program of the Volunteer Port Security Forces and their integration with regular Coast Guard personnel were discussed in detail. Also considered were the use of Temporary Reservists from the Coast Guard Auxiliary and the relations of the Coast Guard Police and the Coast Guard Auxiliary with the Volunteer Port Security Forces and the Captains of the Ports.

The conference afforded all officers present, both those representing the Port Security activities and the Temporary Reserve organizations, a realization that the Volunteer Temporary Reservists are an integral part of the Coast Guard.

IMPORTANT PROVISIONS OF SERVICEMEN'S VOTING BILL OUTLINED

Senate Bill 1285, concerning servicemen's voting, has recently been enacted into law. Some of the more important provisions of this law are outlined below.

The law deals with the use of two forms of absentee ballots, namely those provided under State law, and official Federal war ballots.

Postcards must be distributed to all servicemen of voting age outside the United States before August 15 and within the United States before September 15. The States have been requested to accept these postcards as applications for State absentee ballots containing the names of candidates for Federal, State, and local offices and as applications for registration under such States' election laws in both primaries and general elections. The majority of the States have provided that the postcards be so accepted. The State may send the ballot by air mail free of postage.

The official Federal war ballot has been provided as a supplement to the States' absentee voting procedures. Spaces are provided for the writing in of the names of the candidates for President, senator, and representative for whom the serviceman desires to vote in a general election.

No application is required in order to obtain the official Federal war ballot. It will be furnished at the appropriate time by the commanding officer to: (a) A serviceman either inside or outside the United States if the Governor of his State certifies prior to July 15 that his State has made no provision for absentee voting and that the use of the Federal ballot is authorized by the laws of such State, or (2) a serviceman outside the United States if the serviceman states in his oath (such oath is printed on the inner envelope of the Federal war ballot) that, prior to September 1, he made application for a State absentee ballot but, as of October 1, has not received it and if the Governor of his State certifies prior to July 15 that the use of the Federal ballot is authorized by the laws of such State.

The bill provides that the oath must be subscribed before a commissioned officer, any petty officer (third class or higher), or a noncommissioned officer not below the rank of sergeant.

The Navy is directed to return all ballots from overseas by air, if possible.

There are also provisions in the law to prevent fraud, to protect voters against coercion of any sort, and to safeguard the integrity and secrecy of the ballots.

In the February and March issues of this BULLETIN, the absentee voting requirements of Alabama, California, Florida, Illinois, Indiana, Louisiana, Maryland, Nebraska, New Jersey, North Carolina, Ohio, Oregon, Pennsylvania, South Dakota, and West Virginia were published. The requirements of the States of Idaho, Iowa, Maine, New Mexico, and North Dakota are published below for the first time in this BULLETIN.

IDAHO—Primaries June 13. Registration required. If applicant failed to vote in last general election, registration is canceled. Absent serviceman may register by applying in writing under oath to the clerk of the county of his residence for a form of elector's oath, which if executed and returned before June 10, will constitute registration.

IOWA—Primaries June 5. Registration not required. Postcard application honored if it includes residence, length of residence in city or town, county and State, and party affiliation. Mail postcard to county auditor of county in which residence is claimed.

MAINE—Primaries June 19. Registration required. Upon receipt of postcard application, the secretary of state will forward application for absentee ballot. Executed application should be returned to election officials of the community of his residence.

NEW MEXICO—Primaries June 6. Because the State constitution prohibits absentee voting, the serviceman must vote in person if he desires to exercise his franchise.

NORTH DAKOTA—Primaries June 27. The following is an excerpt from a memorandum by the secretary of state of North Dakota:

"The absent voter's laws of the State of North Dakota pertaining to voting of persons in military service require that county auditors shall send ballots to every qualified absent voter in military service without application as quickly as the ballots are available. This means that if a county auditor has the address of such absent voter, nothing further is necessary. Therefore, the only requirement is that the absentee send the county auditor his address (or if he wishes, he may send it to the office of the secretary of state) the usual Government post card, some other post card, or a letter giving his voting residence and his present address and a ballot will be sent him."

EFFECTIVE DATE FOR RECENT CHANGES IN INLAND PILOT RULES ADVANCED

Because of a scarcity of available equipment, particularly side lights, the effective date of the recent changes in the pilot rules governing the lights to be carried on tugs of barges, canal boats, and scows, on the inland waters, has been advanced to May 1, by order of the Commandant of the Coast Guard. Should the scarcity continue, still further advances in the effective date for the new regulations will probably become necessary.

The changes, which were approved by the Merchant Marine Council on January 27, 1944, affect section 312.16 of the "Pilot Rules for Certain Inland Waters of the Atlantic and Pacific Coasts and of the Coast of the Gulf of Mexico." This section does not apply to the Hudson River and adjacent waters and Lake Champlain.

COAST GUARD APPROPRIATIONS FOR FISCAL YEAR 1945 PASSED BY HOUSE

The naval appropriation bill for the fiscal year 1945, has been passed by both houses of Congress and was awaiting Presidential action as this BULLETIN goes to press. Included in the bill, were the Coast Guard's appropriations for the coming fiscal year. These appropriations totaled \$438,406,231 as approved by the House, a decrease of \$29,350,529 when compared with the total appropriations for the current fiscal year.

Because of the lightened demands on the Coast Guard as a result of the change in the war situation in the Atlantic area generally, the Service submitted a budget of \$442,488,200 which was more than \$25,000,000 less than the current appropriations. The Service budget was further reduced by the House in the amount of \$3,568,000 under the head of "General Expenses, Coast Guard."

The unobligated balances of the two continuing appropriations "Establishing and Improving Aids to Navigation, Coast Guard," and "Acquisition of Vessels and Shore Facilities, Coast Guard," have been reduced by \$1,500,000 and \$6,000,000, respectively.

The following tribute to the Coast Guard and its activities appeared in the report of the House Committee on Appropriations in its report on the naval appropriation bill:

"The committee wishes to acknowledge the splendid work this wartime naval agency is rendering. In anti-submarine operations, protection against enemy aliens landing on our shores, convoy work, and operation of landing craft in amphibious attacks, no finer performance could be possible. It is a great organization, truly worth the plaudits of the Nation."

LATEST EDITIONS OF THE VARIOUS LIGHT LISTS ARE ISSUED

The 1944 editions of the light lists for all coasts of the United States and its island possessions, the Great Lakes, and the Mississippi and Ohio Rivers, have just been issued. The Light List for the Intracoastal Waterway will be available shortly.

With the exception of the Atlantic and Gulf coasts, and the Pacific coast light lists, which are available only through U. S. Navy distributing offices, the light lists are for sale by the Superintendent of Documents, Washington, D. C., and from various sales agencies in many of the ports of the country.

Following are the various Light Lists, published annually by the Coast Guard, and the areas which they cover.

LIGHT LIST, ATLANTIC AND GULF COASTS.—Describes all aids to navigation maintained by or under the authority of the Coast Guard on the Atlantic and Gulf Coasts of the United States from the St. Croix River, Maine, to the Rio Grande and including the United States West Indian Islands.

LIGHT LIST, PACIFIC COAST.—Describes aids to navigation in United States waters on the Pacific Coast and on the coasts of Alaska and the Hawaiian Islands. For the convenience of mariners there are also included the lighted aids on the coast of British Columbia, maintained by the Canadian Government.

LIGHT LIST, GREAT LAKES.—Describes aids to navigation maintained by the Coast Guard, and the lighted aids maintained by the Dominion of Canada, on the Great Lakes and the St. Lawrence River, above St. Regis River.

LIGHT LIST, MISSISSIPPI AND OHIO RIVERS.—Describes aids to navigation on the Mississippi and Ohio Rivers and navigable tributaries.

LIGHT LIST, INTRACOASTAL WATERWAY.—Describes aids to navigation in the Intracoastal Waterway and inside waters, from Hampton Roads to the Rio Grande.

ALASKA AREA IS DESIGNATED AS SEPARATE NAVAL DISTRICT

The establishment of a new district, to be known as the Seventeenth Naval District, has been announced recently by the Navy Department. This district, composed of Alaska and the Aleutian Islands, will have permanent headquarters at Kodiak, although temporary headquarters at Adak has been authorized. To create this new district, Alaska has been removed from the Thirteenth Naval District.

The establishment of the new naval district will not affect the Coast Guard greatly since the Service has always maintained two separate districts within the limits of the former Thirteenth Naval District. Headquarters for the Coast Guard's Alaska district is located at Ketchikan, and correspondence will be sent to the District Coast Guard Officer, Seventeenth Naval District, Ketchikan, Alaska.

SUCCESS OF PORT SECURITY PROGRAM COMMENDED BY THE PRESIDENT

On the occasion of the second anniversary of the Coast Guard's Port Security Program, the Service was commended by the President for the manner in which it has protected the Nation's ports. The commendation was contained in a letter from the President to Secretary of the Navy Knox.

The responsibility for safeguarding ports, harbors, docks, and vessels in port has been entrusted to the Coast Guard by the Navy Department pursuant to an Executive order signed by the President on February 25, 1942.

During the 2-year period, in which there was no major disaster, \$16,000,000,000 of lend lease shipments alone passed through American ports. This represents only a part of the shipping, which reached an unprecedented total. In an average month enough explosives were shipped from one of our principal ports to launch 80 major air assaults on the Nazi fortress of Europe.

As part of its port security program, the Coast Guard employs a fleet of 253 fireboats, the largest fleet of its kind in the world, which are stationed in those ports of the Nation where such protection was inadequate or entirely lacking. This fleet is augmented by 265 trailer fire pump units to aid in combating water-front fires on the shore side.

The 21,000 miles of United States water front are under constant Coast

Guard patrol. In addition to the regular Coast Guardsmen, thousands of civilians have been organized into volunteer port security forces. The Coast Guard Auxiliary, composed of civilians experienced in boat handling and seamanship, aids Coast Guard port security forces afloat.

All munitions ships are loaded under supervision of Coast Guard personnel who have received specialized training in this field.

The port security program of the Coast Guard is under the direction of Capt. Norman B. Hall. Responsibility for port protection work in the Coast Guard districts is under the direction of 159 captains and assistant captains of the Port working under the jurisdiction of the District Coast Guard Officers.

The President's letter to Secretary Knox on the success of the port security program follows:

MY DEAR MR. SECRETARY:

I have read with interest and appreciation the report which you submitted to me on February 22, 1944, concerning the achievements of the Coast Guard in protecting our ports and vessels while in port since the responsibility for this important job was delegated to you on February 25, 1942, by Executive Order No. 9074. I feel that this report demonstrates an outstanding record of accomplishment in furtherance of the Nation's war effort.

At the time I signed Executive Order No. 9074, I realized that the war potential which we could effectively bring to bear against our enemies on the far-flung battlefields of this war would be limited by the number of men and the volume of materials which we could transmit through our ports and upon our vessels. I understood how essential it was that all possible measures be taken to prevent any injuries to our ports and vessels which would retard the attainment of our over-all war program.

This task of protecting our ports and vessels in port has been accomplished in a manner exceeding my most optimistic expectations. You, the Commandant of the Coast Guard, and the officers and men of the Coast Guard who have participated in this program are to be congratulated on the magnificently successful job which you have done and are doing.

CANADIAN GOVERNMENT TO BUILD ICE-BREAKING CAR FERRY

The Canadian Government has just announced the awarding of a contract for the construction of an ice-breaking car ferry to operate between Port Borden, Prince Edward Island, and Cape Tormentine, New Brunswick.

The new vessel will be somewhat larger and more powerful than the recently launched Coast Guard ice-breaking cutter *Mackinaw* which was specially designed for service on the Great Lakes. Whereas the *Mackinaw* has a length over-all of 290 feet and displaces 5,000 tons, the Canadian ice-breaker will

have a length over-all of 372 feet and a displacement of 7,000 tons. Of the two vessels, the *Mackinaw* will have the broader beam, 70 feet as compared with 61 feet. The three propellers of the *Mackinaw*, located one forward and two aft, will be turned by engines developing a total of 10,000 horsepower. The Canadian vessel will have four propellers, two forward and two aft, which will be turned by engines developing a total of 12,000 horsepower.

The Canadian vessel will be operated for the Government of Canada by the Canadian National Railways. It will carry railway passenger and freight cars, automobiles and buses, as well as passengers. The contract calls for completion and delivery of the vessel before the winter of 1945, and the estimated cost is \$4,750,000.

The main feature of the new vessel will be its propulsion machinery. Eight Diesel engines with electric generators capable of producing 12,000 brake horsepower, will operate four sets of propelling motors each connected to separate propellers. This will permit of extreme flexibility in throwing a concentration of maximum power from the Diesel engine generating sets onto one propeller in an emergency.

Diesel-electric propulsion is in successful use on ice-breakers in Russia, Finland, Sweden, and this country.

The carrying capacity of the new craft will be 2,000 tons. It will be able to carry 19 railway passenger and freight cars on three lines of rail with an overall weight of 1,200 tons. In addition it will carry 60 automobiles or buses with a total weight of 90 tons. Seating accommodations in the public rooms will provide for the comfort of 250 passengers while lifesaving appliances will be provided for a total of 950 persons.

BALTIMORE VOLUNTEER PORT SECURITY FORCE REVIEWED BY COMMANDANT

The Baltimore regiment of the Coast Guard Volunteer Port Security Force was reviewed by Vice Admiral Russell R. Waesche, Commandant of the Coast Guard, at the Fifth Regiment Armory, Baltimore, Md., on April 13. Also witnessing the review were Rear Admiral Park, Chief of Operations for the Service, and Commodore Finley.

The commanding officer of the Baltimore Volunteer Port Security Force is Commander Howard A. Kelly, USCGR (T). Twelve hundred men out of the 1,400 men who are now in uniform, participated in the review. The Baltimore

regiment was organized in May 1943, and the men were first uniformed in September 1943. The regiment now has an authorized strength of 2,500 men.

SERVICE LAUNCHES THREE NEW CUTTERS AND COMMISSIONS FOUR MORE

The 180-foot tender class cutter *Acacia* was launched at the yard of the Zenith Dredge Co., Duluth, Minn., on April 7. Mrs. Robert Taylor Merrill, wife of Captain Merrill, USCGR, former vice-president and general manager of the Merchant & Miners Transportation Co., and at the present time a special assistant to the Commandant of the Coast Guard, was sponsor of the vessel at the launching ceremonies.

At the Dubuque Boat & Boiler Works, Dubuque, Iowa, two 100-foot tender class cutters were launched on April 1. Miss Eleanor Ulrich of Dubuque was sponsor at the launching of the *Primrose*. Mrs. R. G. Willoch, wife of Lieutenant Commander Willoch, USCGR, now on duty at the St. Louis District Office, was sponsor for the *Smitax*.

During the past month, the Coast Guard has accepted and placed in commission the 180-foot tender class cutters *Blackthorn* and *Sagebrush*, and the 110-foot harbor class cutters *Chinook* and *Ojibwa*. The *Blackthorn* was built at the yard of the Marine Iron & Shipbuilding Company, Duluth, Minn. The *Sagebrush* was built by the Zenith Dredge Co., also located in Duluth. The *Chinook* and *Ojibwa* were built by Ira S. Bushey & Sons, Brooklyn, N. Y.

SHIPPING COMMISSIONER FOR NEW YORK DIES

Lt. Comdr. John J. Daly, USCGR (T), U. S. Shipping Commissioner for the Port of New York for the past 9 years, died in that city on April 6, having been in ill health for some time. He was 65 years of age.

Lieutenant Commander Daly became affiliated with the Coast Guard in March 1942, when the functions of the Bureau of Marine Inspection and Navigation were transferred to the Coast Guard. He began his career with the Bureau of Marine Inspection and Navigation, at that time known as the Bureau of Navigation and Steamboat Inspection, in July 1934, when he was appointed local manager in the Port of New York. In August 1935, he was named shipping commissioner which position he held until the time of his death.

Previous Government service included 18 years spent in the employ of the

United States Shipping Board. During 3 of these years, 1917 through 1919, he was a deputized shipping commissioner for the Port of New York. Other assignments while with the Shipping Board included duty with the Recruiting Service and the Sea Service Bureau.

Before entering the service of the Government, Lieutenant Commander Daly had 22 years continuous sea experience in various grades and for 5 years was shipping master for the old American Line.

A REVISED LOST DOCUMENT FORM FOR MERCHANT MARINE IS ISSUED

The "Lost Document Affidavit" form of the Coast Guard has been revised recently to provide for its use in reporting the loss of licenses as well as other seamen's documents as heretofore.

Two important changes have been made in the form. The affidavit signed by the affiant now requires a declaration to the effect that the lost documents requested are not currently suspended or revoked. The affidavit may now be sworn to and subscribed before a Coast Guard officer or other authorized person in lieu of a notary public.

Seamen are now required to prepare a single copy only of the affidavit rather than the two copies required under the practice heretofore. In the case of a licensed officer who has lost both his license and continuous discharge book or certificate of identification, he will be required to submit the affidavit in duplicate.

Although the affidavit form has been revised and the procedure for applying for the issuance of lost documents has been changed somewhat, the existing procedure for the collection of fees for the issuance of duplicate documents is still in effect.

DEATH OF KARL S. GILES

Mr. Karl S. Giles, a technical assistant in the Legal Division at Coast Guard Headquarters, died at Washington, D. C., on April 9, after a brief illness. He was 40 years of age, having been born at Glade Spring, Va., on July 9, 1894.

Mr. Giles was an employee of the former Lighthouse Service. He was completing his 25th year in the Government service, having begun his career as a clerk in the Department of State in August 1919. He transferred to the Department of Commerce in April 1921, and after brief periods of employment in the department's Bureau of Stand-

ards and Office of the Secretary, he entered the employ of the Bureau of Lighthouses in July 1922. Starting as a clerk, he progressed through various positions of increasing responsibility until he became chief of the Law and Property Division of the Bureau, which position he held until the consolidation of the Lighthouse Service with the Coast Guard in 1939.

COAST GUARDSMEN CITED FOR MERITORIOUS SERVICE IN MILITARY OPERATIONS

Many awards were made to Coast Guard personnel during the past month for outstanding services in military operations, among which were the following:

Lt. Comdr. Edward C. Thompson was awarded the Legion of Merit, by command of General Eisenhower, for his outstanding services to the Seventh Army in the latter phase of the campaign in Sicily. He also received the Silver Star Medal from the Secretary of the Navy for gallantry in action during the Sicilian invasion. The citation accompanying the Legion of Merit read in part:

Edward C. Thompson, Jr., Lieutenant Commander, United States Coast Guard, for exceptionally meritorious conduct in the performance of outstanding services during operations of the United States Navy in support of the * * * Army, in the latter phase of the campaign in Sicily. As Commanding Officer of Patrol Craft * * * Lieutenant Commander Thompson rendered outstanding services in escorting, under enemy fire, a group of landing craft engaged in ferrying equipment. He employed his ship with great effectiveness as a screening vessel for a group of landing craft which were making an amphibious landing behind enemy lines. The courage, resolution, and splendid seamanship evidenced by Lieutenant Commander Thompson contributed materially to the subsequent success of the * * * Army.

The citation accompanying the award of the Silver Star Medal to Lieutenant Commander Thompson read:

For conspicuous gallantry and intrepidity as captain of a patrol craft in action against enemy forces during the assault on the Island of Sicily. Accurately locating the strategic beaches assigned for landing operations Lieutenant Commander Thompson, although forced to maintain fire silence in order to support a surprise attack, tenaciously held his hazardous anchorage off shore and continued to provide vital signals to direct the landing craft, despite constant exposure to hostile searchlights and imminent danger of enemy fire. His splendid leadership and valiant devotion to duty under extremely adverse conditions contributed materially to the success of our assault forces and were in keeping with the highest traditions of the United States Naval Service.

Commander Miles Hopkins Imlay was awarded the Legion of Merit for meritorious conduct during the Sicilian campaign. The citation read:

For exceptionally meritorious conduct in the performance of outstanding services as commander of the reserve attack group of an attack force during the campaign for the capture of the Island of Sicily.

With outstanding skill and expert seamanship, Commander Imlay brought the group of ships and landing craft under his command to the scene of action and with speed and precision dispatched them to the designated beaches as they were required. Due to his inspiring leadership, his subordinates carried through a difficult task with great success at a critical period of the assault.

Following the initial assault Commander Imlay assisted in the support and maintenance of the Army at the port of Licata, and later was temporarily the commander of the advance base at Porto Empedocle, participating in the opening of that port while under enemy gunfire. Due to his courage and outstanding ability, the port was cleared of mines, and speedily prepared for unloading of ships and handling of equipment and supplies.

His courage, leadership, and devotion to duty reflected great credit upon himself and the Naval Service.

Lt. Comdr. Nelson C. McCormick was awarded the Legion of Merit for outstanding services as commanding officer of the Cutter *Thetis*. The citation read:

For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Commanding Officer of the U. S. C. G. C. *Thetis* during action against an enemy German submarine in the South Atlantic in the spring of 1942. Proceeding immediately to the area where a hostile submarine had been located, Lieutenant Commander McCormick began a determined search in close cooperation with our patrol planes. After launching vigorous depth charge attacks carried out on definite sound contact, the *Thetis* tracked her target doggedly and forced the enemy submarine to remain submerged for long intervals until the appearance of continuing oil slicks, debris, and articles of clothing gave evidence of the probable destruction of the hostile vessel.

Chief Boatswain's Mate Arthur E. Pillard was awarded the Legion of Merit for meritorious conduct aboard the Cutter *Campbell*. The citation read:

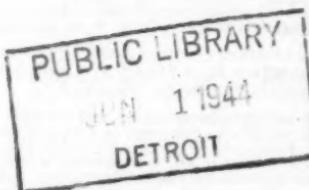
For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as senior deck petty officer aboard the U. S. C. G. C. *Campbell* during and following the sinking of an enemy submarine by that vessel. When the cutter was severely damaged as a result of the attack upon the hostile ship, Pillard, by persistent and ingenious efforts succeeded in covering the hull with a collision mat and a crib. Although unable to keep the crib in place because of the high seas, he nevertheless, by his timely initiative, set a courageous example which served to calm the members of the crew and sustain their morale throughout the duration of the emergency.

Chief Carpenter's Mate Clifton M. Duckworth was awarded the Legion of Merit for meritorious conduct aboard the Cutter *Campbell*. The citation read:

For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States while serving aboard the U. S. C. G. C. *Campbell* following the sinking of an enemy submarine by that vessel. When the cutter was severely damaged as a result of the attack upon the hostile ship, Duckworth, by his effective skill in shoring and reinforcing bulkheads, made it possible for the vessel to be towed 800 miles to port. In addition to this he also succeeded in constructing a crib from a limited and inadequate supply of lumber on board the stricken vessel. His courageous initiative and perseverance set an inspiring example to the other members of the crew and helped to sustain morale throughout the duration of the emergency.

Motor Machinist's Mate First Class Willard L. Durgin was awarded the Legion of Merit for meritorious conduct during the African invasion. The citation read:

For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as engineer of a landing boat from a United States transport during the assault on and occupation of French Morocco, November 8-11, 1942. Under extremely hazardous and difficult conditions, Durgin heroically remained at his post in a stranded boat for two and a half days, keeping the craft bailed out and free from sand, despite grueling hardship and exposure to hostile bombing and shelling. Through his tireless efforts and dauntless courage, Durgin enabled our forces to salvage the boat for further service in transporting troops and supplies to the beaches at a time when boats were urgently needed for vital landing operations.



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